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THE HONGKONG DISPENSARY.

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MARRIAGE.

On the 9th May, at Surbiton, M. S. NAPIER to ALICE CAROLINE MARY, daughter of late JOHN PATTERSON, of Amoy.

DEATH.

On the 4th June, at Ichang, THOMAS CHARLES BURGHEAT, 1. M. Customs, aged 38 years.

The Daily Press.

HONGKONG OFFICE: 11, DES VUEUX ROAD, C.
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 16th June, 1903.

The Customs Gazette for the three months January-March, 1903, which has just been issued at Shanghai, shows very satisfactory figures for the majority of the Chinese treaty ports. No less than twenty-three out of the list of thirty included manifest an improvement on last year. Only at Chungking, Ichang, Kiukiang, Kiungchow, Nanking, Pakhoi and Santao are there declines, and at the two first-named this is due to the still decreasing amount of native opium passing through the Customs. Very notable advances are made by Newchwang (from 11,505 Hk. Tls. in 1902 to 74,143 Hk. Tls. in 1903), Chinwangtao, Kiaochau, Yochow, Wuhu, Shanghai, and Wenchow. In partial explanation of the remarkable Newchwang figures, it must be remembered that the port opened sooner than usual this year. The figures of Chinwangtao and Kiaochau are very interesting, both being new ports. Chinwangtao increased from 19,473 Hk. Tls. in 1902 (first year) to 53,724 this year; Kiaochau mounted from 21,625 Hk. Tls. in 1901, through 35,368 Hk. Tls. in 1902, to 74,713 Hk. Tls. in 1903. Yochow bounded from last year's 694 Hk. Tls. to this year's 12,147 Hk. Tls., so that the approach made in the Yochow Trade Report for 1901, that the possibilities of the port had as yet been left untold, seems now to be on the way to removal. Wuhu's figures for January-March this year are 274,001 Hk. Tls. against last year's 92,455, but that was a great falling off from the

200,383 Hk. Tls. of 1901. Wenchow improved from 6,029 Hk. Tls. in 1902 to 12,043 Hk. Tls. in 1903. Shanghai rose from 1,811,456 Hk. Tls. to 2,419,582 Hk. Tls. Nor must Tientsin's advance from 255,523 Hk. Tls. to 308,857 Hk. Tls. in 1903 be overlooked. Canton, Samshui, Kongmoon, Kumeihuk and Wuchow all showed small improvements. The total figures for the thirty ports in the last three years are:—1901, 4,361,337 Hk. Tls.; 1902, 5,110,785 Hk. Tls.; 1903, 6,346,257 Hk. Tls.

Taking the revenue under the separate heads there is an increase in all except that of opium duty. Set out in tabular form, the following appears, the amounts being in Haikwan Taels:—

	1901.	1902.	1903.
Import duty	851,257	1,558,067	1,889,792
Export duty	1,347,940	1,404,574	1,956,128
Coast trade duty	194,095	279,948	323,517
Opium duty	727,743	529,478	485,026
Tonnage dues	143,482	173,985	219,621
Transit dues	143,082	247,298	340,678
Opium, <i>de jure</i>	953,769	318,335	1,119,495
Total	4,361,337	5,110,785	6,346,257

The details of these sources of revenue are not yet available, the report not having reached Hongkong. The *North-China Daily News*, to the columns of which we are indebted for the above figures, remarks that the increase in export duty is very satisfactory, the financial stability of China depending on her being able to constantly increase her exports. "The total increase this year," continues our contemporary, "is the 'more satisfactory when we remember that Mr. Taylor showed in his very valuable report on last year's trade that the revenue 'last year was over three million taels above the previous highest on record.'"

The annual meeting of worshippers at the Peak Church will be held at St. Paul's College on Thursday next at 5.30 p.m.

The Government steam tender *Stratley*, Captain Robinson, with Captain and Mrs. Arbuthnot on board, was lying in the Maemo inner harbour on Sunday last.

H.M.S. *Espegle* left Shanghai on the 13th inst. for Hongkong, and goes first to Amoy, then to Mirs Bay for target practice, and then to Hongkong to be overhauled.

The visitors to the City Hall Library and Museum for the week ending 14th June were 279 non-Chinese and 71 Chinese to the former, and 52 non-Chinese and 1,393 Chinese to the latter institution.

Lieut. General Baron Kodama, Governor-General of Formosa, is to visit England shortly, going thence to the Transvaal to inspect the working of the British colonial system, and ending to the Tokyo correspondent of the *N.C. Daily News*.

As a result of a visit by Mr. MacLeavy Brown and Mr. Hagiwara, Secretary of the Japanese Legation at Seoul, it has been decided to build breakwaters at Chinnampo, Corea, to reclaim a large area from the sea, and to build Customs warehouses thereon. The work is to be commenced shortly.

In the Summary Court yesterday, a Chinese cook sued Mr. H. G. Stevens of the Kowloon Dispensary for 87 odds for balance of wages due. From the defendant's evidence it appeared that the cook left his service without notice and afterwards returned to the house and created a disturbance. Mr. Justice Wise dismissed the claim and reprimanded the cook.

The Peking correspondent of the *N.C. Daily News* telegraphed on the 11th inst.:—The Russian Minister, M. Lessar, called on Prince Ching at his private residence yesterday, and formally opened negotiations on the Manchurian question. Prince Ching has denied himself to all the other Ministers during his sick leave, but M. Pokotiloff of the Russo-Chinese Bank was allowed to have several interviews with him and secretly negotiated with him prior to returning to Russia.

A New York telegram to the Manila *Cablenews* states that complaints have been received by Headquarters of the Army, at Washington, relative to bad treatment of the military prisoners confined at Malabi Prison. Papers came direct from an incarcerated man and an investigation of charges has been ordered by the Adjutant-General's Office, and the Commanding General of the Division of the Philippines will be asked for a full report. Malabi Prison is an island in the Laguna de Bay, selected by a board of officers about a year ago as the place of confinement for military officers. Reports had been current in Manila that the prisoners were maltreated and not properly fed.

On the 26th ult. a Chinese named Yik Sun, residing in Kobe, received eight tins of opium from a friend on board the British steamer *Empire*, which arrived at Kobe on the same day from Australia. Yik Sun gave some tins to the *sando* of the sampan which conveyed him to and from the steamer, and the Chinese came ashore with the rest of the opium in another boat, and succeeded in evading the Customs officials. The *sando* concealed the drug in his food-box, but it was discovered by the Customs authorities, and the man was placed in custody. On hearing of the arrest of the *sando*, the Chinese disappeared. However, he was arrested and handed over to the Procurator's office on the following day. The Chinese in question is a shiphandler, and is said to have been suspected of smuggling for some time past, says the *Kobe Chronicle*.

By a fire which occurred in the warehouse of Messrs. Yuenahati & Co. at Manila last Tuesday, damage was done to the estimated extent of \$155,000.

The Prince and Princess of Wales visited Wrexham on 8th ult. and his Royal Highness unveiled a memorial to the officers and men of the Royal Welch Fusiliers who fell in South Africa and China.

Work is about to be begun on the opening of the Hoilo harbour. The river mouth forming the harbour is to be dredged and the channel widened and deepened. At the present time the river channel is so filled with drift and deposit that it is almost impossible for the larger vessels to pass.

The newly-appointed Archbishop of Manila, Thomas Hendrick, is the Rev. Thomas A. Hendrick, of the Diocese of Rochester, N.Y. He is well known in New York State and has for years been pastor of St. Bridget's Church in Rochester. He has also served as Procurator Fiscal in the diocese for a number of years.

According to the *New York Daily News*, Major-General Baden-Powell is engaged to marry Miss Daisy Leiter, sister of Lady Curzon of Kedleston. General Baden-Powell, the paper says, made M. de Leiter's acquaintance a few years ago at the British Embassy in Washington when Sir Julian Pauncefote was Ambassador.

In connection with the S. P. C. A. which is being formed in Manila, one man went so far as to suggest that the habit of carrying live chickens and ducks in the same basket with a cake of ice be abolished on the basis of cruelty; but, says a Manila contemporary, there will probably be two thousand Americans applying for the position occupied by the chickens and ducks if the present weather keeps up.

In the House of Commons on the 11th ult., in reply to Mr. Weir, Mr. Chamberlain said the number of deaths from plague in Hongkong since 16th January had been 402. "There is usually a recrudescence of plague in that colony at this period of the year, and I am not aware of the existence of any special cause for this year's outbreak," Mr. Weir asked if the recrudescence was not attributed by the local authorities to rats. Mr. Chamberlain: "I believe that they share the opinion of many scientific authorities that rats are a cause of plague."

Lieut. Hordern, writing on "Australia and Naval Defence" in the *United Service Magazine*, maintains "that the fleet cannot be localised, but must be under one direction in peace as in war," and that the object which appeals to so many in Australia, the power of directing and retaining a separate squadron in their own waters, is incompatible with safety or efficiency. If Australia desires to have a voice in the management of the navy she should be content to have it on the same terms as Scotland and Ireland, and she can have this directly she is prepared to pay her share, as they do.

Frost, we read in a home contemporary, is said to be playing havoc with the Siberian railway. The upper surface of the permanent way is frozen so hard as to become detached from the earth below, thus creating a cavity into which water filters, and this in turn becoming frozen, causes expansion of such a kind as to strain the lines. It is the same with the portions of the line arched on piles over the marshes, the piles being forced up by the frost. It is now recognised that the only remedy for this latter evil is the drainage and filling up of the marshes, and the construction of metallic viaducts resting on stone supports.

A correspondent writes to the *Times* from Dawson City on the 13th April:—The stampede to the Tanana River in search of gold has turned out to be, like many others which have preceded it, a failure. People returning here state that there is no cause for the rush and practically nothing has been found to justify it. There are 600 people there now, and another 1,000 or 1,200 on the trail en route. A big rush is also expected from the Pacific Coast as soon as navigation opens. The miners at Tanana made an attempt to lynch the man who started the false news. He is a Japanese who had a big stock of provisions in that country and saw his way to getting exorbitant prices for them. He managed to hide himself and get away. Great hardships were endured by the people on the trail. At one place called Hungry Hill there were nearly 1,000 people "stuck" for several days without either food or water.

It is reported at the office of the U. S. Commissioner-General of Immigration, Washington, that Commissioner-General Sargent, during his visit to Honolulu, will look into the question of appointing a Commissioner to handle immigration matters in Hawaii. At present there is only a Chinese inspector, and the business of the port of Honolulu is much greater in scope than his duties cover. The immigration of Japanese into Hawaii is a matter that will be investigated by Commissioner-General Sargent, and while there is no law to prevent the influx of Japanese, that official will take notes of the rapidly growing stream, and prepare data to be submitted to Congress later. It is possible that an agitation for a Japanese Exclusion Law will begin in Congress next winter, led by the Pacific Coast delegation. In spite of all attempts on the part of the Japanese Government to restrict this immigration to America, immigration officials say the numbers are increasing constantly. The Japanese leave Japan for China or the Philippines, and make their way thence to Hawaii and San Francisco.

TELEGRAMS.

REUTER'S SERVICE.

THE FINANCE BILL.

LONDON, 13th June.

The Finance Bill has passed the Second Reading without a division.

THE KING'S VISIT TO IRELAND.

LONDON, 15th June.

The King's visit to Ireland will include three or four days in the West, in order to see as much as possible of the conditions of life there.

HEALTH OF HONGKONG.

During the week ended 13th inst. there were 120 cases of plague and 78 deaths, or a mortality of 65 per cent. Of the cases, 31 occurred in the city of Victoria and 30 in other districts; 12 were European, 6 Indian, 3 Japanese and 99 Chinese. There were also 1 case of cholera (fatal, European), 1 case of enteric fever (non-fatal, European), and 2 cases of small-pox (non-fatal, Chinese).

The plague returns for the two days ended at noon yesterday numbered 14, bringing the year's total up to 1,184. Of these 14 cases, 12 were fatal; there was one Indian victim, and the remainder were Chinese. Two Chinese suffering from the disease were taken to hospital from the *Rosella* Maru. Eight dead bodies were found.

MANCHURIA.

A Peking despatch of the 1st inst. appears in a Japanese paper to the following effect:—

M. Lessar is now forwarded to the Government the new Russian demands respecting Manchuria. The new proposal follows the lines of the Secret Treaty proposed by the Acting Minister to Peking. The gist of the new Treaty is reported to be as set forth below:—

1. Manchuria shall not be ceded or leased to any Power without Russia's consent. Neither political nor commercial privileges shall be granted to any power without Russian consent.
2. Any privilege or right already granted to Russian subjects shall be enjoyed by them permanently.
3. The Chinese Generals in command of troops in Shinking, Kirin and Hallungchow shall engage Russian officers as advisers.
4. The construction of a Russian telegraph in Manchuria shall be permitted.
5. No system of reform shall be enforced in Manchuria without the consent of Russia.

ZEBRA MULES.

According to the *Calcutta Englishman*, the Indian Army Remount Department has recently imported two zebra mules through a Hamburg agent. We have been unable, says our contemporary, to find out the price paid for the animals, but the innovation has, without doubt, cost the Remount Department somewhat dear. As an experimental measure of the right kind even this outlay is not to be grudged. The unfortunate losses we have suffered through the horse sickness among transport animals call for some immediate remedy, and we see the remedy in the employment of zebra mules. The donkey is perfectly immune from horse sickness, and so is the zebra. The latter animal in particular is extremely hardy, as appears from the fact that when the ripest crop of the eastern and central portions of Africa in the early nineties the percentage of deaths among zebras is said to have been very small indeed. A mule, therefore, out of two such hardy parents as the donkey and the zebra is undeniably the transport animal required for the army. The Germans have already discovered the value of the zebra, as their extensive zebra farms at the foot of Mount Kilimanjaro testify.

NAVAL RELIC OF MANILA BAY.

Orders have been issued by the United States Navy Department for the gunboat *Isla de Luzon*, now at Mobile, Alabama, to proceed to Pensacola, Florida, for the purpose of being placed out of commission. This vessel was captured by the Spanish fleet and sunk in Manila Bay, and has only recently completed the long trip from Manila to the United States. She has done considerable active service in the Philippines since her attachment to the United States navy, and is now badly in need of extensive repairs.

It was originally intended that the *Isla de Luzon* should form part of the naval exhibit at the St. Louis Exhibition, but the Department has been obliged to abandon that intention on account of the bad condition of the vessel. The change was also made as a matter of comity and courtesy to the Spanish Government. Señor Ojeda, the Spanish Minister, has accepted an invitation to take an active part in the Exhibition ceremonies. The monitor *Arcturion* will be the sole representative of the United States navy at the Exhibition, it being found impracticable to substitute another vessel for the *Isla de Luzon*.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—
The barometer has risen over Japan, fallen on the E. coast of China.
Pressure is highest in the Pacific between the Philippines and S.W. Japan, and there are indications of the formation of a depression over Central China.
Moderate S. winds along the China coast and over the N. part of the China Sea.
Forecast:—Moderate S. winds; equally, thunder showers.

FESTIVAL AT MACAO.

The celebration of the Feast of St. Anthony at Macao on Sunday attracted something like 1,000 excursionists from Hongkong. No less than three steamers made the trip to the ancient city. These were the *Kinshan*, the *Wingchai* and the *Chukong*; and as the *Hing-shan* had gone up as usual on Saturday and remained over the week-end the unique spectacle was presented of four steamers lying alongside the wharves there at one and the same time. The vessels arrived without many minutes between them. There was an exciting race on the part of the *Kinshan* to overhaul the smaller *Wingchai*, which started half-an-hour earlier. The big steamer managed to pass ahead when about 15 minutes' steam from the *Manan* harbour-bar; but her greater draught and the consequent greater difficulty in getting into the inner harbour allowed the *Wingchai* to regain her lost advantage and to get her passengers ashore as soon as if not actually sooner than her rival.

As the procession was not to start until late in the evening the first consideration with the passengers was to get tiffin; and as on many former occasions there was room for a good deal of grubbing at the way in which the hotels provided for the excursionists. Certainly it is no easy thing to feed some 1,000 hungry strangers from Hongkong, but much improvement could have been made both as regards the refreshments and the attendance which the excursionists had to put up with.

The day was fine and cool, and in the afternoon rickshaws were much in request for sight-seeing. Between five and six o'clock, a concourse of many thousands of people assembled in the neighbourhood of the Church of St. Anthony (near the Camões Garden), from which at the latter hour the procession began to issue, and as it appeared—very head was reverently uncovered. Slowly the long line debouched upon the square in front of the Church—a line of black and white-clad priests and acolytes, and boys from St. Joseph's and little girls dressed in white, broken at intervals by the upland banners of the conferences and congregations; at the end, behind the emblem of St. Anthony, walked the Bishop and officiating priests in full robes under a canopy, and the Governor in his uniform. The rear was brought up by a military contingent and the band. Having traversed the streets in the immediate neighbourhood of the Church the procession returned to its starting-place. At night the Church was beautifully illuminated, and the band played in the compound.

The excursion by the *Kinshan* (Captain Lossius) proved to be a great success. There were 600 to 700 passengers on board and they apparently enjoyed the trip immensely. Among the passengers were several members of the Sociedade Philharmonica, who kindly consented to play a few selections during the trip to Macao. The music was very much appreciated by the passengers as it much enlivened the trip. The *Kinshan* proved to be an excellent boat all round, and bids fair to become a favourite one for excursion trips like the one on Sunday.

The return trip was to have started at 10 p.m., but in consequence of the low tide at Macao the *Kinshan* did not leave till about 10.40 p.m. While at Macao the *Kinshan* was visited by many Macao residents; among those on the wharf to see the arrival of the big boat were Mr. Mallo, the Company's Macao agent, and several ladies. The *Wingchai* (Captain Bull Smith) and *Chukong* (Captain Mason) also carried a considerable number of passengers. The *Chukong* left Macao shortly after nine o'clock on Sunday night and arrived first of the three excursion steamers—namely, about half-past one o'clock yesterday morning. The *Wingchai* which left the wharf a few minutes after ten o'clock arrived simultaneously with the *Kinshan* about 2.10 a.m.

THE SEOUL-FUSAN RAILWAY DEBENTURES.

According to a vernacular contemporary, opposition is growing in a section of economic circles to the issue of the 5 per cent. debentures of the Seoul-Fusan Railway Company with a Government guarantee. The opponents maintain that when such debentures with a Government guarantee are placed on the foreign market, the 4 and 5 per cent. Government bonds will be seriously affected, and the economic situation in Japan will be disturbed; while if issued in Japan, these debentures, it is thought, will also disturb business circles, as 10,000,000 yen will be taken from the capital circulating in Japan and sent into Corea. On the other hand, these who are in favour of the issue of the debentures contend that the completion of the Seoul-Fusan Railway is necessary for the maintenance of Japan's commercial position, and that the work should not be allowed to be delayed for even a day. As the railway runs through the most prosperous part of Corea, there is thought to be no doubt as to the prospects of the line, the success of the Seoul-Chemulpo line being pointed to in support of this contention. They urge that it is an idle apprehension to fear that the 5 per cent. Japanese bonds on the foreign market would be badly affected by the issue of the debentures, and those who have such fears appear to have overlooked the low price at which the Government bonds were issued. The money is not actually spent in Corea, as alleged by the opponents. All the materials required for the construction of the line are to be supplied from Japan. What is to be imported from abroad is only iron, which cannot be produced in Japan, and which is imported into this country for railway use. Both sides of this question are, it is stated, attracting great attention in business circles in Japan.—*Kobe Chronicle*.

ATHLETICS AT AMOY.

[FROM A CORRESPONDENT]

An interesting event was decided at Amoy on Wednesday, the 10th, when a foot-race round Kulangsu Island was run for a cup. The success of this contest, an entire innovation, should make its yearly repetition a certainty. But in cooler weather, for choice, as on Wednesday the heat of the last two weeks plainly told on the competitors, and no doubt materially increased the time of the winner.

The course round Kulangsu is on the whole good going underfoot, but is certainly of a cross-country rather than a track character. The start is from the Amoy Club and through the Chinese village, then up one or two sharp rises and down to the beach where there is a fairly level run of about 4 miles, until, after breasting another rise, there is a straight hard stretch of about 300 yards to the foot of a steep hill (near the German Consul's residence), almost 4 miles in length, where the crux of the whole race comes, and the final result will probably always be decided.

Having overmounted this obstacle, there is a run in of about 4 miles, mostly downhill, but ending with about 100 yards of gradual slope up to the finish by the Club Theatre. Six started at about 7 p.m. and went away at a good pace. After passing the village the field was reduced to four, nearly 3 miles from the start. Then J. S. Fenwick took a good lead, followed by F. Douglas-Irvine and C. Gorrell, twenty yards behind, with H. Lauchlan bringing up the rear. Getting down to the beach, where a strong head-wind rather bothered the runners, Fenwick got well away and led by 50 yards until getting on to the level before reaching the big hill. After this, however, Irvine began to close up a cond, and Gorrell fell behind Lauchlan. Going up the hill Fenwick still led and Lauchlan passed Irvine, going a good pace, but 100 yards from the top Irvine again took second place, and Fenwick, fully exhausted, led at the German Consul's house. Gorrell also stopped, and the race was now between Irvine and Lauchlan, the former of whom, though ebbed at times by Lauchlan, managed to keep away and win, exhausted, by about 60 yards.

Lauchlan came up the straight at a fine pace, and was the less done of the two. Result:—
F. Douglas-Irvine ... 18 min. 53.2-5th sec.
H. Lauchlan ... 19 min. 11.1-5th sec.
The race was a good one in all respects, and the winner fully deserved his success. Lauchlan made a very fine effort, running a waiting race, and possibly might have reversed the decision if there had been another half-mile to go.

Fenwick also ran a good race, but misjudged the distance and did not realise the effect of the big hill; he and Gorrell should do very well another year.

There was a large crowd of spectators including many ladies, so that the race, on all accounts, may be called a great success, and worthy of annual repetition.

THE MANUFACTURE OF REBELS.

Our Shanghai morning contemporary translates the following from the native paper *Tung Pao*, which for the sake of civility and the future of China the *N.C. Daily News* sincerely hopes is untrue:—"It will be remembered that a number of Chinese students studying in Tokyo patriotically formed themselves lately into a battalion with the intention of volunteering for the front to oppose the Russian conquest of Manchuria. In this connection two of the students, Messrs. Nin Tsiang, and Tang Ming-san were appointed by their fellow students to proceed to Tientsin to inform Viceroy Yuan Shikai of their intention and to ask him to allow their battalion to be incorporated into his army to fight the Russians. To the surprise of everyone, upon interviewing Viceroy Yuan Shikai the two students were charged by him as revolutionists and republicans who had only made the Manchurian question an opportunity to rebel. In consequence of this Viceroy Yuan at once ordered the summary execution of these two young men."

However, we see that the *Universal Gazette* says that the rumors which have been going around the settlement lately stating that the Central Government had sent secret edicts to the Chinese Minister in Japan, the supervisor of Chinese students in that country, and the different provincial authorities ordering them to arrest all students, etc., are without foundation; the fact is that the edicts referred to two students only, but not a 1.

So there do appear to be two unfortunates branded as rebels, if not executed.

LATEST STEAMER MOVEMENTS.

The P. & O. steamer *Ballaarat* left Singapore for this port on the 13th inst., at 5 p.m., with the outward English mails, and is due here on the 18th inst., at about noon.

The P. & O. steamer *Pekin* left Singapore for this port on the 13th inst., at 11 a.m.
The Imperial German mail steamer *Boon* left Kobe, via Nagasaki, Shanghai and Foochow, on the 14th inst., p.m., and may be expected here on the 24th inst.

The Imperial German mail steamer *Hambur* left Colombo on the 14th inst., a.m., and may be expected here on the 24th inst.

The Boston Steamship Co.'s steamer *Shawmut* left Yokohama for Victoria (B.C.) and Tacoma on the 12th inst.

The N.P. steamer *Tacoma* arrived at Yokohama on the 13th inst.

The Indo-China steamer *Laiwang* left Calcutta for this port, via the Straits, on the 13th inst., and may be expected here on the 29th inst.

H.E. TSEN AND THE SZECHUEN MISSIONARIES.

The Chongtu correspondent of the N.C. Daily News wrote on the 22nd ult.:—"The Viceroys have left much to the regret of all good citizens. The Treasurer Chen has issued a proclamation which speaks eloquently of his ability to administer in both civil and military affairs and asserting that he will keep a firm grip on affairs, nevertheless affairs will not go well unless he has more push than when he led a force last year against the Boxers, and having been ordered to co-operate with two other commanders in surrounding a large band of Boxers, he sent a messenger to their leaders protesting pacific intentions and brotherly feelings, but he was ordered to march to a certain place, and would the Boxers kindly open their lines. This they did and of course escaped to continue their depredations for some months."

When it was known that Viceroy Tsen was to leave, the Presbyterian missionaries sent to him an united letter of appreciation and a copy of the Empress Dowager's New Testament. To this, letter the Viceroy sent the following reply:

"Yesterday I received and read a translation of the joint letter from the missionaries, male and female, of the English and American Missions. I am both ashamed and thankful. The contents of the letter were sincere and straightforward. I fear my virtue is only ordinary and I am not worthy of your praise. It is now more than eight months since I came to Szechuen, and yet I have barely suppressed the disquietude, and have in only a general way pacified the country. Besides this, I have scarcely made a beginning to all the reforms that are necessary, not to speak of completing any of them. This I regard as my own fault, but on receiving the praises of you good teachers from beyond the seas, I feel more than ever my unworthiness. Nevertheless I steal some pleasure from the thought that the people and the Churches at present are on very friendly terms. The officials of China are gradually acquiring a knowledge of the great principles of the religions of Europe and America, and the Churches are also labouring day and night in order to readjust their methods and to make known to the public their aims, in the propagation of religion, consequently Chinese and foreigners are coming more and more into cordial relations, and the country enjoys a lasting peace. This fills me with joy and hopefulness. But after all the provinces of Szechuen is an out-of-the-way place and ignorant people are still numerous. My hope is that the teachers of both countries will widely spread the Gospel more than ever, that hatred may be banished and disputes dispelled, and that the influence of the Gospel may create boundless happiness for my people of China. And shall I be the only one to thank you for taking the initiative in this good work? Although I am leaving Szechuen my thoughts will still be with you, and moreover, it is not certain that we may not meet again. As I cannot reply to each individually, may I trouble you to convey these sentiments to your fellow-workers, and also my thanks for your kind present?"

"May the Gospel prosper."
"I herewith present my card,"
"TSEN CH'UN-HSUEN."

PEKING UNDER THE ALLIES.

At the Royal United Service Institution, Whitehall, last month Captain R. A. Steel, 17th Bengal Lancers, delivered a lecture on "Peking under the Allies." Com. W. F. Caborne, O.B., presided. Captain Steel, in the course of his lecture, gave a short description of the actual entrance of the allied troops into the Legations on August 14, 1900. While entering this gate, he said, they encountered fire from the Chinese, but the fact that only two of their men were hit did not speak much for the marksmanship of the Chinese. He was of opinion that their entrance into the Legations would have been impossible had it not been for the friendly Chinese. After the entry the city was in a state of anarchy for some time, and it was nearly a week before the Chinese troops and Boxers were cleared out and some degree of order was restored. He considered that it was a great tribute to our administration in Peking that the British quarter was so popular. The British quarter was full of busy tradesmen and was very populous, while some of the neighbouring quarters were nearly deserted. This state of things he attributed to our experience in dealing with Orientals. A great mistake made by the Germans was to kill their troops upon the Chinese inhabitants, but the British recognized that for the health of the troops the best and most open parts of the city should be selected for permanent quarters. It was found necessary to winter in Peking, and the troops were supplied with warm clothing, most of which, he believed, came from Canada. Captain Steel went on to say that with one or two exceptions no European had ever penetrated into the Forbidden City until the triumphal entry of the allied troops. It was guarded from the first by the Japanese and the Americans, and later on when order had been restored it was thrown open to sightseers on two days in the week. Some excellent time-light views of the Forbidden City were shown on the screen as well as several of the Summer Palace, which was held by the British and the Italians during the occupation of Peking. The lecturer thought that of all the international troops in Peking the Chasseurs d'Afrique were the most workmanlike and the best organized. He had an opportunity of judging the Japanese in action, and he thought that the description that they were like little ferrets with rats was very applicable to them.

RUSSIAN RULE IN CHINA.

A Daily Chronicle correspondent writes:—"In spite of the latest official denials, the danger of Manchuria's ceasing in name, as it has long ceased in fact, to form part of the Chinese Empire has not passed away. Rich in minerals and precious stones, a white man's land, a wheat-growing country, Manchuria is a valuable possession. It was China's, and possession being nine-tenths of the law, is Russia's. Do we in England understand what this means? 'After all,' as I heard remarked the other day, 'we can't help it; Russia is geographically too strong, and the country is at least passing from an uncivilized to a civilized rule.'"

It is not necessary to repeat here the tale of the horrors of Blagovestchensk, but a personal friend of mine is a witness to their reality. On his way to that city while two days' journey down the river he saw floating on the water the corpse of a Chinaman. Then he passed another and another; then two together tied by their pistols; then more, until as he drew near the city the drowned bodies lay so thickly together that the whole broad sweep of the river was one dark mass of floating dead. Tied together by their pistols, and many of them horribly mutilated, the dead Chinese in their hundreds, in their thousands, stretched from bank to bank, a moving river of the dead. In the spring of 1901 another friend of mine was travelling in Manchuria. He was accompanied by his Chinese *compradore*. When they left the railway line and struck across country in carts, the land became suddenly dead, each village as they entered it was deserted. Signs of life, recent life, were there in plenty, leaves of bread in the ovens, pigs in the yards, fires in the houses, but no people, not a sign of man, woman, or child. He had come on business, to buy pigs' bristles, and in order to buy it was necessary to find someone to sell, but no one was there. The first day they wondered, the second they consulted, and then the *compradore* said he had a plan. Would the master stay a long way outside the next village quite hidden, and let him go on alone? The master could and did. The *compradore* went on by himself. After a while he returned smiling, and they drove into a populated village in triumph. The explanation was simple, but sufficient. The Russians had occupied Manchuria for a year, and the Chinese were acquainted with their rule. Seeing a white man coming towards the village, they naturally mistook him for a Russian, and fled, man, woman, and child, leaving all their earthly possessions behind them, hoping perhaps that he would be content with loot, and leave life alone.

After several weeks of travel and adventure my friend completed his business and started back, leaving his purchases—worth a large sum of money—piled together in a Chinese village, covered with a tarpaulin and guarded only by a Chinese watchman, whom he had hired for the purpose. I should mention that all this while he had carried about with him the necessary purchase money in silver dollars. He was travelling alone, among the Chinese, with a Chinese servant, and he said it was only while he was on the railway, and under the special escort of a guard of Russian soldiers, that he had any fear for his money or his life. Once back in Siberia, he went to the manager of the railway to enquire about the transportation of his purchases, and the Russian manager of the Russian railway advised him "as a friend" not to have the goods sent by rail, because they would probably be stolen. So they came by boat, by Chinese boat, and not so much as a dollar's worth was missing.

Vladivostok is a Russian town. It is not inhabited by criminals, whether political or otherwise, but by Government officials, soldiers, merchants and coolies. And the same conditions of life and trade which exist there will no doubt repeat themselves in Manchuria when Russia has "civilized" the Chinese into a state of complete subjection. By the grace of the Tsar foreigners are allowed to live and trade in Vladivostok; but the Governor can deport any person or persons he thinks fit at twenty-four hours' notice—no reasons given. This power, which is absolute, has some curious results, and proves a large source of income to the Governor. I was much surprised one evening at the serious effect produced by what I thought an item of mere local gossip. "The Governor had been losing heavily at cards." But I altered my opinion a little while after when a Russian official came into the office and remarked, in substance, if not in actual words, "You're Jones and Co. Ah!" turning to a list in his hand, "The Governor is raising a subscription for a bust of the Tsar; you are down for 1,000 roubles. Pay up." The money was paid and promptly. But the bust has not yet arrived.

After all, the Governor's actions are understandable. No Russian official receives an adequate salary, and he is therefore forced to make it up in bribes or blackmail—in exactly the same manner as the uncivilized Chinese official, with the sole difference that the Chinese official cannot deport foreign settlers at twenty-four hours' notice, no reasons given, without involving his country in difficulties with the Embassy of the foreigner.

The whole question of a peaceful, not to say successful, life in Siberia is one of knowing how to bribe, and failure is equally simple: you may not bribe enough, or you may bribe the wrong person.

It should also be borne in mind, though a matter of less importance, that the pay of a Russian soldier is 45 kopeks (about 10d.) every two months. And as he is not in a position, like his officers, to increase his income by bribery, he does it mostly by stealing. The common soldier is treated like a brute, and he seems, indeed, nothing but a human animal. I travelled for some days on board the same boat with one of the regiments of the Manchurian Army.

The soldiers occupied the main deck. Twice every day they were fed. Several large tin foot-baths, containing a thin watery-brown porridge—mess, were brought on to the deck and set down at intervals. The men crowded round these in companies, sitting on their haunches; each one was provided with a wooden spoon. I have seen many a litter of pigs fed with more—well, with more civilization.

The Trans-Siberian Railway is Russian, very much Russian, and columns have been written about its value, commercial and otherwise. It is guaranteed by the Russian Government, who pay all deficits, consequently the Russian officials do not trouble to work it for a profit. They prefer a loss, it is less bother. It is necessary to beg and implore, and of course to bribe, in order to induce them to carry goods at all. And their charges are not only exorbitant but very capricious. Trucks taken from A to B cost ten roubles, from B to A twenty, although in the first case the trucks were loaded and in the second empty. And the business methods of the Trans-Siberian may be gauged from the following example. A box containing some bottles of beer was sent along a few "versts" of the line. The ticket was unfortunately lost. When the Chinese "boy" went to claim the box, which was lying there before his eyes, he was told that there was no proof of ownership, and consequently he could not have the box without showing the ticket. As the contents were not of much value nothing more was said. Three months later the railway sent in a bill for storage. "But," my friend remonstrated, "you said there was no proof of ownership, and now you send in a bill for storage. How do you know the box is mine?" "Oh, we know it's yours, because your boy asked for it." "Then if you know it is mine, will you let me take it away?" "Not without the ticket." Absolute refusal to give up the box, but imperious demand for the money. Proof of ownership sufficient for the bill, not enough for the box. The bill was paid of necessity. It probably would have been sent in and paid *ad infinitum*, had not the Chinese boy known and bribed a man, who bribed a railway employee to get into the warehouse where the box was stored, and smash it out of existence.

CHINA AND PORTUGAL.

When a country is strong, all the other countries in the world respect it, and dare not form any sinister designs upon it, says the *Tung Wen Hapao* in an article which the *Shanghai Mercury* translates. But if a country is weak, even the smallest country in the world will despise it, and not in direct defiance of it. It is known to every man in the street that Portugal is a country not to be compared with any of the European Powers. And yet, instead of bearing her own weakness in mind, Portugal has had the audacity to make impudent demands upon China, in the same manner as the great Powers do. Now though China is exceedingly weak, she is strong in comparison with Portugal. It surprises us not a little that Portugal has been so audacious and China has been so silly as to accede to her demands. In the 13th year of Kwang Hsu, China consented to the permanent occupation of Macao and of its dependencies by Portugal. Since then the Portuguese Minister has repeatedly taken advantage of this consent to suggest to the Chinese Government that the two countries should appoint a joint Commission to delimit the boundaries between Macao and its dependencies and Chinese territories. Through the Chinese Government has rejected this suggestion the Portuguese Minister does not consider the matter as being finished. He only temporarily allows the matter to sleep until a better opportunity should arise. The Chinese Government however seems to be delighted at this temporary abandonment of the Portuguese demand in regard to the delimitation of the boundaries between Macao and Chinese territories. In a recent memorial to the Throne, the Chinese Government says that it has spent several months in negotiating with the Portuguese Minister, Sr. Branco, before succeeding in getting him to consent to the abandoning of the delimitation question, and that the chief result of its negotiations with the Portuguese Minister is that China has consented to Portugal constructing a railway from Macao to Canton in return for the latter's consent to the establishment of a branch Custom House at Macao by China.

In settling the matter in this manner, the Chinese Government, we are inclined to think has committed a great mistake. China is both able and within her rights to establish a Custom House at Macao even without the consent of Portugal. With regard to the railway from Macao to Canton, if China daily refuses to let the Portuguese build it, they cannot do her any harm. The argument that the Portuguese Minister brought forward in support of his demand for the Macao-Canton railway concession is that Portugal desires to extend her trade at Macao. But this argument is only a plausible one, for the railway would benefit the trade of Macao just the same, if it were to be built by China herself. Why should it be built by Portugal before the trade of Macao can be benefited? We fear that the trade of the Portuguese Minister brought forward in support of his demand for the Macao-Canton railway concession is that Portugal desires to extend her trade at Macao. 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INSURANCES

**SALAMANDER FIRE INSURANCE
COMPANY.**

THE Undersigned, having been appointed
AGENTS for the above Company, are pre-
pared to **ACCEPT RISKS** against **FIRE**
at **Current Rates**.
HOTZ & JACOB & CO.
Hongkong, 2nd April, 1860. [2]

SUN INSURANCE OFFICE, LONDON
FOUNDED 1710.
The Undersigned having been appointed
AGENTS for the above Company, are pre-
pared to **ACCEPT RISKS** against **FIRE** at
Current Rates.
SIEMSEN & CO.
Agents.
Hongkong, 16th May, 1892. [2]

NORTH BRITISH AND MERCANTILE
TILE INSURANCE COMPANY.

TOTAL FUNDS AT 31st DECEMBER, 190
£15,725,693.

I. AUTHORISED CAPITAL.....	£3,000,000	0
SUBSCRIBED CAPITAL.....	2,750,000	0
PAID-UP CAPITAL.....	687,500	0
II. FIRE FUNDS.....	2,695,548	5

The Undersigned, having been appointed
AGENTS for the above Company, are pre-
pared to ACCEPT RISKS against FIRE
Current Rates.

SHEWAN, TOMES & CO.,

Hongkong, 1st July, 1902. Agents. [1]

THE WESTERN ASSURANCE COMPANY OF TORONTO, CANADA.
INCORPORATED 1851.
Cash Security £635,719
Total Losses Paid £8,769,240

THE Undersigned having been appointed **AGENTS** for the above Company, prepared to **ACCEPT RISKS** against **FIRE** at Current Rates.

WM. McBRIDE & CO

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG
The Undersigned AGENTS of the above Company are PREPARED TO ACCEPT FIRE Class Foreign and Chinese Risks at Current Rates.
SIMMSSEN & CO
Hongkong, 20th May 1895
AAOCHEN AND MUNICH FIRE INSURANCE COMPANY

SURANCE CO.
OF AIX-LA-CHAPELLE.

THE Undersigned, having been appointed
AGENTS for the above Company,
prepared to ACCEPT RISKS against FIRE
at Current Rates.

REUTER, BRÖCKELMANN & CO
Agents.

Hongkong, 21st April, 1897

**GENERAL MARINE INSURANCE
COMPANY, LIMITED,**

OF DRESDEN.

THE Undersigned, having been appointed
AGENTS for the above Company, are
prepared to ACCEPT FOREIGN and
CHINESE RISKS.

HOTZ, S. JACOB & CO
Hongkong, 1st September, 1902. [2]

NORTHERN ASSURANCE CO

ESTABLISHED 1836.

THE Undersigned Agents of above Company are prepared to accept First-class Foreign and Chinese RISKS against FIRE at Current Rates

TURNER & CO
Hongkong, 14th January, 1913.

PHNIX FIRE OFFICE

The Undersigned are now prepared to GRANT POLICIES of INSURANCE against FIRE at Current Rates.

DOUGLAS LAPRAIRE & CO
Agents for the Phoenix Fire Co

Hongkong, 17th August, 1897.

**AUTOMATIC MAUSER
PISTOLS.**

CALIBRE 7.63 m.m.
WITH CHAMBER for 10 CARTRIDGE
FIBING 10 SHOTS IN 2 SECONDS
SIEMSEN & CO

Hongkong 3rd October, 1900.

FOR SALE.


A COPY OF THE
"ENCYCLOPEDIA BRITANNICA
(THE "TIMES" REPRINT)
In 25 large Quarto Volumes: Half More
Binding; Perfectly New and in A 1 Condition.
The only Standard Work of Reference in
English Language.
Price, only \$250.00.
Apply to—
"LIBRARY"

Care of Daily Press Office
 Hongkong, 22nd May, 1903.

BUDWIESE
BEER
 EXTRA PALE LAGER IN CLEAR BOTTLES
 OF UNIVERSAL POPULARITY.
 ANHEUSER BUSCH BREWING
 ASSOCIATION, ST. LOUIS.

TEST

THE BEAVER LAGER
IN THE WORLD.



QUANTITY

This Beer is brewed of best Saazer Hops and
finest Barley Malt only, and warranted not
contain Chemicals in any form.

The Beer is sterilised after being bottled, a full mature age insures its fine condition in a climate. Beautifully bright, seductively sparkling, and perfectly pure.

F. BLACKHEAD & CO.,
Sole Agents.
Hongkong, 25th July, 1902.

ARRIVALS.

CLEARANCES.

DEPARTURES

VESSELS IN DOCK

atch str., Ardjoeno,

utch str., Merapi.

ELS ON THE

STEAM FOR

BRASIL ANT 101 6

... which vessel
... leaving with

Orders will be granted

1. **Introduction**

TOW. AMOY AN.

DOUGLAS LAPIRA
General Manager

amship. —

9th June, 1903.

BRIM, KALDEN

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Hongkong, 23th May, 1903. [1560]

Hongkong, 15th June, 1905.

For Further Particulars apply to
HAMBURG-AMERIKA LINE,
HONGKONG OFFICE,
QUEEN'S BUILDINGS, No. 1.

OCEAN STEAM SHIP CO., LD

AND

CHINA MUTUAL STEAM NAVIGATION CO., LD.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON.

MONTHLY SAILINGS FOR LIVERPOOL AND FOR CONTINENT.

FROM	STEAMERS	TO SAIL
GLASGOW and LIVERPOOL	"PROMETHEUS"	On 17th June.
GLASGOW and LIVERPOOL	"STENTOR"	On 27th June.
GLASGOW and LIVERPOOL	"TYDEUS"	On 3rd July.
GLASGOW and LIVERPOOL	"MACHAON"	On 13th July.
GLASGOW and LIVERPOOL	"HOMER"	On 18th July.
GLASGOW and LIVERPOOL	"NESTOR"	On 22nd July.
GLASGOW and LIVERPOOL	"HECTOR"	On 29th July.
GLASGOW and LIVERPOOL	"TEUCER"	On 30th July.
GLASGOW and LIVERPOOL	"NINGCHOW"	On 9th August.

FOR	STEAMERS	TO SAIL
LIVERPOOL	"HYSON"	On 16th June.
MARSEILLES, LONDON and ANTWERP	"ANTENOR"	On 23rd June.
MARSEILLES, LONDON and ANTWERP	"ALCINOUS"	On 7th July.
MARSEILLES, LONDON and ANTWERP	"PROMETHEUS"	On 22nd July.
MARSEILLES, LONDON and ANTWERP	"PELEUS"	On 21st July.
MARSEILLES, LONDON and ANTWERP	"STENTOR"	On 4th August.
MARSEILLES, LONDON and ANTWERP	"DARDANUS"	On 18th August.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and PACIFIC COAST PORTS, via NAGASAKI, KOBE & YOKOHAMA.	"MACHAON"	On 14th July.
The s.s. "PROMETHEUS" left Singapore on the 12th inst., and is due here on the 17th inst.	"NINGCHOW"	On 10th August.
The s.s. "HYSON" left Shanghai on the 12th inst., for this port.		
The s.s. "OANFA" left Tacoma on the 14th inst., for Kobe and Hongkong.		

Hongkong, 15th June, 1933.

CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO SAIL
AMOI, SAMARANG and SOUBA BAYA	"YUNNAN"	On 17th June.
MANILA	"SUNGKIANG"	On 17th June, Noon.
TIENSIN	"KWEIANG"	On 18th June.
CEBU and ILOILO	"KAIFENG"	On 22nd June.
MANILA	"CHINGTU"	On 4th July.
PORT DARWIN, THURSDAY, ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE		

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light, Univalued Table, A daily qualified Surgeon is carried.

Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 16th June, 1933.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS.
LONDON, &c.	CHUSAN W. W. Cooke	Noon, 20th June	See Special Advertisement.
SHANGHAI	BALLABAT P. L. Summers	About 20th June	Freight or Passage.
KOBE	PERIN Longden	About 20th June	Freight only.
SHANGHAI, KOBE and YOKOHAMA	JAPAN Martin	About 26th June	Freight or Passage.
LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, PORT SAID and MALTA	CANTON Lockton	About 26th June	Freight or Passage.

For further Particulars, apply to E. A. HEWETT, Superintendent.

Hongkong, 16th June, 1933.

OSAKA SHOSEN KAISHA.

FOR	STEAMERS	TO SAIL
TAMU, via SWATOW and AMOI	"DAIJI MARU"	FRIDAY, 19th June.
TAMU, via SWATOW and AMOI	"DAIJI MARU"	THURSDAY, 25th June.
ANPING, via SWATOW and AMOI	"MAIDZURU MARU"	SUNDAY, 21st June.

The Co.'s new Steamers are specially designed for the coast trade of South China and Formosa, and are fitted with all modern improvements. Excellent accommodation is provided for first-class passengers, and a daily qualified doctor is carried.

All Steamers carry the Imperial Japanese Mail, subject to periodical inspection by the Government Marine Surveyors, and are registered the highest class of Lloyd's.

Steamers will go alongside the Co.'s Pontoon at the Customs' water front premises at Tamu to land all passengers and cargo.

By the Co.'s steamers for Shanghai, through Bills of Lading are issued for Cargo to Yangtze River Ports, as well as for North China Ports, in connection with the Nippon Yusen Kaisha's steamers from Shanghai.

For Freight, Passage, and further information, apply to Company's local Branch Office at No. 2, Des Vaux Road Central.

Hongkong, 16th June, 1933.

T. ARIMA, Manager

"BEN" LINE OF STEAMERS.

FOR LONDON VIA SUEZ CANAL.

THE Steamship

"BENLOMOND."

Captain Mutton, will be despatched as above on or about the 2nd July.

For Freight or Passage, apply to GIBB, LIVINGSTON & CO., Agents.

Hongkong, 11th June, 1933.

[1691]

FOR ODESSA.

THE Russian Steamer

"HERMANN LERCHE."

1,978 tons, will be despatched for the above port on or about 5th July.

For Freight, apply to BRADLEY & CO., Agents.

Hongkong, 1st June, 1933.

[1591]

DODWELL & CO., LIMITED.

General Agents for China and Japan.

Uongkong, 4th August, 1897.

[3]

CHINA COMMERCIAL STEAMSHIP COMPANY, LIMITED.

司公限有船輪華中

FOR MOJI, KOBE, MANZANILLO, MEXICO and SAN FRANCISCO.

THE Steamship

"CLAVERING."

Captain Barton, will be despatched for the above ports on THURSDAY, the 18th inst., at Noon.

For Freight, apply at the Company's Office, 35, Queen's Road Central, 2nd Floor.

J. S. VAN BUREN, Superintendent.

Hongkong, 9th June, 1933.

[1678]

THE AMERICAN ASIATIC STEAMSHIP COMPANY.

STEAMSHIP SERVICE FOR NEW YORK VIA THE SUEZ CANAL.

THE Company's Steamship

"A B A R A."

Captain Williamson, will be despatched on THURSDAY, the 18th June.

To be followed by the Steamship

"VERONA."

Captain J. Hansen, on or about WEDNESDAY, the 15th July.

For Freight, &c., apply to SHEPHERD, TOMES & CO., General Agents.

Hongkong, 13th June, 1933.

[1699]

NIPPON YUSEN KAISHA.

FOR MANILA.

THE Company's Japanese Mail Steamship

"KUMANO MARU."

4,500 Tons, Captain E. W. Haswell, will be despatched for the above port on FRIDAY, the 19th inst., at 4 p.m.

This well-known Steamer is specially constructed for the service in the Tropics, and is provided with superior accommodation and with all modern fittings and improvements for the safety and comfort of Passengers. Electric Light and Refrigerator. Doctor and Stewardess carried.

For Freight or Passage, apply to A. S. MIHARA, Manager.

Hongkong, 12th June, 1933.

[1709]

THE EAST ASIATIC COMPANY, LIMITED.

FOR MARSEILLES, HAVRE, COPENHAGEN and BALIC PORTS.

THE Danish Steamer

"PRINSESSE MARIE."

Captain Berentzen, will leave for the above ports on or about the 20th inst.

For Freight or Passage, apply to MELCHERS & CO., Agents.

Hongkong, 3rd June, 1933.

[1612]

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL.

(WITH LIBERTY TO CALL AT PHILIPPINE PORTS).

PROPOSED SAILINGS FROM HONGKONG.

1933.

"CHARLES TIERGHIEN" 24th June.

"MAGDUFF" 15th July.

"SAINT BEDE" 25th July.

For Freight and further information, apply to DODWELL & CO., LD., Agents.

Hongkong, 13th June, 1933.

[1125]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR FRIEDLAND (DIRECT).

Calling at SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ and PORT SAID.

(Taking Cargo at through rates to the Brazils, to South Africa, Persian Gulf, Red Sea, Black Sea, Levant, Venice and Adriatic Ports).

THE Company's Steamship

"VINDOBONA."

Captain Cobl, will be despatched as above on FRIDAY, the 20th inst., at 4 p.m.

For information as to Passage and Freight, apply to SANDER, WIELER & CO., Agents.

Hongkong, 12th June, 1933.

[13]

EASTERN and AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY and MELBOURNE.

(Calling at TROB, PORT DARWIN, and QUEENSLAND PORTS and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"EASTERN."

Captain Ellis, will be despatched as above on WEDNESDAY, the 1st July, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a refrigerating chamber, which ensures the supply of fresh provisions, ice, &c., throughout the voyage.

The Steamer is installed throughout with the electric light.

A stewardess and a daily qualified surgeon are carried.

N.B.—To assure the additional comfort of passenger, the Steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to GIBB, LIVINGSTON & CO., Agents.

Hongkong, 11th June, 1933.

[1687]

CHINA NAVIGATION CO., LIMITED.

HONGKONG—MANILA.

REDUCED SALOON PASSAGE MONEY.

SINGLE, \$25; RETURN, \$40.

STEAMERS FITTED THROUGHOUT WITH ELECTRIC LIGHT. FIRST CLASS ACCOMMODATION. UNVALUED TABLE. DAILY QUALIFIED SURGEON CARRIED.

BUTTERFIELD & SWIRE AGENTS.

Hongkong, 1st May, 1933.

[289]

THE STEAMSHIP "WING CHAI" HONGKONG-MACAO LINE.

WILL leave Hongkong every morning during this season at 7.30 o'clock, SAM WANG & CO., LD., Hongkong, 4th June, 1933.

HONGKONG-MACAO LINE.

S.S. "WING CHAI."

Captain Samuel Bell Smith.

DAILY Departure from Hongkong to Macao at 7.30 A.M., from Macao to Hongkong at 3 P.M., Sunday included.

1st Class fare (including cabin and servant), 2nd return ticket, \$5.

2nd Class, \$1.50; return ticket, \$3.50.

3rd Class, \$1.

Storage, \$0.50.

Superior cabin accommodation.

Wharf in Hongkong, opposite Central Market; at Macao, C. M. S. N. Company's Wharf.

For Freight, &c., apply to SAM WANG & CO., LD., 81, Queen's Road Central.

Hongkong, 20th April, 1933.

[184]

WING ON STEAMSHIP COMPANY.

HONGKONG-MACAO LINE.

S.S. "CHU KONG" (Captain Mason).

DEPARTURES from Hongkong to Macao daily at 7.30 A.M. (Sunday included).

Departures from Macao to Hongkong daily at 2 P.M. (Sunday included).

This steamer is the fastest and has superior Cabin accommodation.

FARES:

1st Class, \$1.50.

2nd " " " " 0.70.

3rd " " " " 0.30.

Further Particulars may be obtained at the Office of the

WING ON STEAMSHIP CO., No. 42, Bonham Strand West.

Hongkong, 10th May, 1933.

[648]

FOR SAMSHUI, via KONGMOON AND KUMCHUK.

THE Steamship

"PAK KONG"

will be despatched for the above ports every TUESDAY, THURSDAY and SATURDAY, at 5 P.M. Ample accommodation for European Passengers.

For Freight or Passage apply on board, or to KWONG WAN STEAMBOAT CO., LD., 15 and 16, Cross Street, Pray West.

Hongkong, 6th May, 1933.

[135]

NOTICES TO CONSIGNEES.

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "OLYMPIA," FROM TACOMA, VICTORIA, YOKO, HAMA, KOBE, MOJI AND SHANGHAI.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

DODWELL & CO., LIMITED, Agents.

Hongkong, 13th June, 1933.

[7]

STEAMSHIP "ERNEST SIMONS."

COMPAGNIE DES MESSEGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London ex s.s. Ville de Colte, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium and Treasure and Valuables, are being landed and stored at their risks into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., LD., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon, to-day, the 14th inst., requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after Saturday, the 20th inst., at Noon, will be subject to rent and landing charges.

All claims must be sent in to us on or before the 22nd inst., or they will not be recognised.

All damaged packages will be examined on Monday, the 22nd inst., at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX, Agent.

Hongkong, 14th June, 1933.

[2]

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM ANTWERP, LONDON AND STRAITS.

THE Steamship

"BENVENUT."

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Hongkong and Kowloon Wharf and Godown Company, Godown whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods undelivered after the 19th inst., will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 27th inst., or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 19th inst., at 3.30 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., Agents.

Hongkong, 18th June, 1933.

[1708]

GENERAL AVERAGE PER SWEDISH S.S. "VICTORIA."

ON FIRE IN SINGAPORE ON JANUARY 7TH 1933.

CONSIGNEES and Underwriters are hereby notified that Claims for short delivered and/or damaged Cargo must be presented to the undersigned before 1st JULY, 1933, or they will not be allowed.

SANDER, WIELER & CO., Agents.

Hongkong, 1st June, 1933.

[1592]

BOSTON STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "TREMONT," FROM TACOMA, VICTORIA, YOKO, HAMA, KOBE AND MOJI.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

DODWELL & CO., LD., Agents.

Hongkong, 9th June, 1933.

[7]

VISITORS AT HOTELS.

